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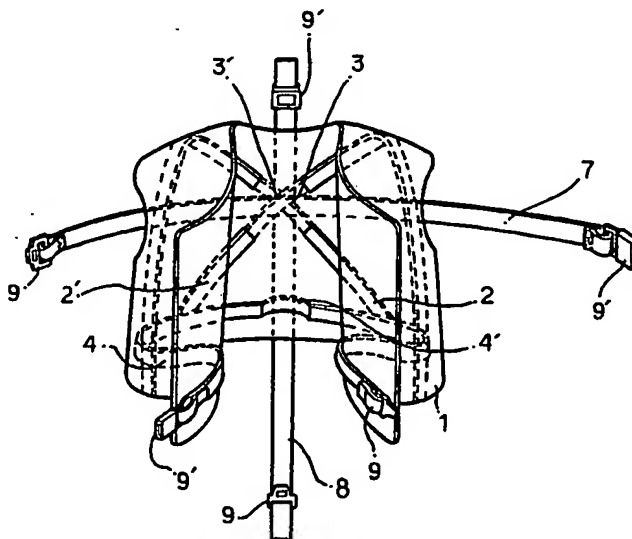
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(54) Title: JACKET STITCHED WITH SAFETY BELT FOR AUTOMOBILE AND FORMED WITH LOOP

(57) Abstract

The present invention relates to a "vest type jacket formed with loops into which safety belts for automobile are passed through" in which a vest type jacket stitched with safety belts is fastened to a seat back by belts at top and bottom as well as at right and left in various automobile so as to prevent a rider be left away from a seat and its back even upon accident of the automobile to thereby minimize casualties of human life. The invention is characterized in that two shoulder strapping safety belts (2, 2') are stitched to a vest type jacket (1) so as to be crossed each other at a back portion of the jacket (1), said crossing portions (3) are separated one another in a state being not stitched at a back portion of the jacket (1) and a longitudinal and lateral inserting means (3') is formed, a lateral safety belt (4) is stitched to bottom portion of the jacket (1), a longitudinal inserting means (4') is formed at the back portion of the jacket (1) of said lateral safety belt (4) in a state being separated from the jacket (1) in vertical direction to the inserting means (3') of the crossing portions (3), so that a lateral belt (7) is inserted into said longitudinal and lateral inserting means (3') while a longitudinal belt (8) is inserted thereinto and at the same time the longitudinal belt (8) is inserted into the longitudinal inserting means (4') so that the longitudinal belt (8) passes over a vertical center line of front surface of the seat back (6) so as to be firmly coupled at its back side by respective connecting means (9, 9') of the longitudinal belt (8) among the ends themselves, and the lateral belt (7) passes over a front upper portion of the seat back (6) so as to be firmly coupled at its back side by respective connecting means (9, 9') of the longitudinal belt (8) among the ends themselves.



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**JACKET STITCHED WITH SAFETY BELT FOR
AUTOMOBILE AND FORMED WITH LOOP**

TECHNICAL FIELD OF THE INVENTION

5

The present invention relates to a safety belt for automobile, and more particularly to a jacket stitched with safety belt for automobile formed with loop in which safety belts are stitched laterally and longitudinally to a vest or jacket and the like, and when a rider wears it, even if an automobile is overturned by a sudden accident fortuitously happened during, running any shock to be received by the rider is evenly dispersed to a upper part of the body so that casualty of human life can be decreased.

15 **BACKGROUND OF THE INVENTION**

It is a present situation that casualties of human life are really tremendous which cause from either collision of a car with another car during running, or a fall from a cliff due to slipping of wheels in accordance with bubble phenomenon of road surface as well as collision to a roadside tree.

And, it is a present situation that a shoulder strapping type safety belt for which the safety belt hung to a upper wall of a car passes through over shoulder and couples to a locking fastener of seat and a abdominal holding type safety belt which holds to a seat by holding only lower abdomen of the rider are widely used at present, however since the shoulder strapping type safety belt or the abdominal holding safety belt is either fix to the seat over the shoulder through a chest so as to

enable to support only a part for the upper part or human body of fixed by the safety belt so as to enable to support the lower abdomen to the seat in case when the automobile brings a sudden accident and is overturned or fallen of else receives a shock , since a counter shock
5 received by the rider is increased and forcibly leaned to one side , there has been no way to reduce not only an increasing of deviation of the automobile but also a casualty of human life received from movement of the human body.

Accordingly , it is desirable to a rider that when a safety belt is
10 worn by stitching it to a jacket such as a vest so as to enable to make the safety belt in " X " -shape over the front and rear sides of an upper half of the body of be able to safely support and hold the upper half of the body as far as possible to the seat or back of it and thereafter the coupling means attached to each end of the safety belt are coupled

15 respectively to each connecting means provided at the seat , than limiting to the shoulder strapping type safety belt or the abdomen holding type safety belt , and a balance of the upper half of the body can be safely
20 maintained even a collision of the automobile , and also when a couple of fastening belts for a seat back are passed through a loop to be passed which is a cross point of the safety belts being stitched in " x " - shape to front and rear sides of the vest and then tightly fastened respectively in longitudinal and lateral directions to the back of the
25 seat , so that the upper half of the body of the rider maintains a balance even at incidental collision of the automobile to there by eliminate an evil practice leaning to deviation so that any casualty of human life would be decreased as far as possible even upon an sudden accident of the automobile.

SUMMARY OF THE INVENTION

The present invention is constructed in such a manner that two safety belts are stitched in X- shape to a jacket such as a vest, while a loop of
5 " X " -shape is formed by crossing each other at a back portion , and another safety belt is laterally stitched to bottom portion of the jacket of the vest shape , while an arc shaped loop is formed to the back portion so as to enable to insert a longitudinal belt for coupling to the back of the seat as like as the coupling means of the X - shape , and each
10 connection means are provided to both ends of the lateral safety belt so that when a rider gets on an automobile and then wears the jacket and connects the connecting means of the lateral safety belt each other, whole of the jacket serves as like as safety belt.

At this time , the longitudinal and lateral belts are respectively
15 inserted into the X -shaped loop and the arc-shaped loop and thereby the jacket of the vest shape is firmly fastened in longitudinal and lateral direction previously to the back of the seat , therefore when the rider wears the jacket , it is possible to serve on the safety for supporting whole of the upper half of the shoulder strapping type safety belt
20 stitched in " X " -shape to the jacket is respectively provided with each connecting means capable of connecting with a trousers which may be provided separately.

Instead of the vest type jacket stitched with the shoulder strapping safety belt and the lateral safety belt as these , when two shoulder
25 strapping safety belts are vertically provided while their bottom ends are coupled to the lateral safety belt and a shoulder back band is laterally connected at the top portion, it is possible to use as a safety belt capable of safely supporting the shoulder portion and the abdominal

portion of the upper half of the body to the back of the seat.

Thus , due to the structure of th jacket , when a rider gets on an automobile and then wears the jacket and couples the lateral safety belt by the connecting means one other , since the jacket is firmly fastened to the back of the seat by the longitudinal belt and the lateral belt which are respectively inserted into the " X " -shaped loop and the arc-shaped loop, even in case when an automobile either suddenly stops or turns as well as collides or being overturned during running , since the upper half of the body of the rider is safely supported by the vest type jacket, he or she is not left away from the seat and thereby the safety of human life can be maintained , and also there is advantage that a shocking pressure is dispersed evenly to the upper half of the body by the vest type jacket.

The novel features which are considered as characteristic for the invention are set forth in particular in the appended claims.

The invention itself, however, both as to its construction and its method of operation, together with additional objects and advantages thereof, will be best understood from the follwing description of specific embodiments when read in connection with the accompanying drawings.

BRIEF DESCRIPTION OF THE DRAWINGS

For a better understanding of the invention, and to show how the same may be carried into effect, reference will now be made, by way of example, with respect to the accompanying drawings, in which:

FIG.1 is a front perspective view of a vest type jacket showing essential parts of the present invention,

FIG.2 is a rear perspeptive view of a safety device made by a couple of shoulder strapping safety belt and a lateral safety belt instead of the

vest type jacket of FIG.1 according to the present invention,

FIG.3 is a front perspective view showing a state that the vest type jacket of FIG.1 of the present invention is fastened to the back of the seat by the longitudinal belt and lateral belt,

5 FIG.4 is a rear perspective view of FIG.3 ,

FIG.5 is a front view of a second preferred embodiment of the jacket constructed by a " Y " -shaped belt instead of the shoulder strapping safety belt stitched to the vest type jacket of a first preferred embodiment of the present invention,

10 FIG.6 is a front view of a third preferred embodiment of the jacket constructed by a " H " -shaped belt instead of the shoulder strapping safety belt stitched to the vest type jacket of the first preferred embodiment of the present invention,

FIG.7 is a front view of a fourth preferred embodiment of the jacket by
15 a " X " -shaped belt instead of the shoulder strapping safety belt stitched to the vest type jacket of the first preferred embodiment of the present invention,

FIG.8 is a front view of a fifth preferred embodiment of the jacket by
a " H " -shaped belt instead of the shoulder strapping safety belt stitched
20 to the vest type jacket of the first preferred embodiment of the present invention, .

FIG.10 is a rear view of a seventh preferred embodiment showing a state that each end at the back portion of the shoulder strapping safety belt stitched to the vest type jacket of the present invention is coupled
25 respectively with each connecting means of the safety belt stitched to the rear of a trousers,

FIG.11 is a front view of FIG.10, and

FIG.12 is a perspective view of an eighth preferred embodiment applied

to a skirt of the present invention.

Throughout the drawings, like reference numerals and symbols are used for designating like or equivalent parts of portions, for simplicity of illustration and explanation.

5

DETAILED DESCRIPTION OF THE PREFERRED EMBODIMENTS

Hereinafter, the preferred embodiments of the present invention will be described more in detail with reference to the accompanying drawings.

10

Referring to FIG.1 to FIG.4, two shoulder strapping safety belts 2,2' are stitched to the vest type jacket 1 so as to be crossed at back portion of the jacket 1, and their crossing portions 3 are separated in a state being not stitched to the back portion of the jacket 1 and also a longitudinal and lateral inserting means 3' is formed, and lateral safety belt 4 is stitched to bottom portion of the jacket 1, and a longitudinal inserting means 4' is formed at the back portion of the jacket 1 of said lateral safety belt 4 in a state being left away from the jacket 1 in a direction perpendicular to the longitudinal and lateral inserting means 3' of the crossing portions 3, and a lateral belt 7 for fastening to the back of the seat 5 is passed in lateral direction through the longitudinal and lateral inserting means 3' of upper portion, and also a back fastening longitudinal belt 8 is passed there through in longitudinal direction and simultaneously passed also through the longitudinal inserting means 4' formed at immediately below the longitudinal and lateral and lateral inserting means 3'.

The longitudinal belt 8 longitudinally passed through the longitudinal and lateral inserting means 3' and the longitudinal inserting means 4'

passes over a front vertical center line of the front surface of the seat back 6 and then both ends of the longitudinal belt 8 are firmly coupled at its rear side by the connecting means 9,9' among the ends themselves of the longitudinal belt 8 (see FIG.4).

5 The lateral belt 7 passed in lateral direction through the longitudinal and lateral inserting means 3' passes over a upper portion of the front surface and then their both ends are firmly coupled at its rear side by the connecting means 9,9' among the ends themselves of the lateral belt (see FIG. 4).

10 On the other hand, referring FIG.2, instead of the jacket 1, shoulder strapping safety belts 201,201' formed with two shoulder straps are provided vertically in parallel, and upper portions of the shoulder strapping safety belts 201,201' are connected by a lateral band 10 so as to maintain a predetermined distance, and another lateral safety belt 401 is provided at
15 bottom of the shoulder strapping safety belts 201,201', and longitudinally inserting loops 402,402' are formed at center of the lateral band 10 and the rear side of the lateral safety belt 401, and longitudinal belt 8' is inserted in longitudinal direction into the longitudinally inserting loops 402,402' and also a loop 11 is formed at center of the longitudinal belt
20 8' and a lateral belt 7' for fastening to the back 6 of the seat is passed through the loop 11, so that the longitudinal belt 8' passes over a vertical center line of the front surface of the seat back 6 and also both ends of the longitudinal belt 8' are firmly coupled by the connecting means 9,9' among the ends themselves at its rear side, while the lateral belt
25 7' for fastening to the seat back 6 passes over front upper portion of the seat back 6 and the both ends are finally coupled by the connecting means 9,9' among the ends themselves at its rear side.

Accordingly, since the jacket 1 and the shoulder strapping safety

belts 201, 201' are firmly coupled longitudinally and laterally to the back 6 of the seat 5 by the lateral belt 7,7' and the longitudinal belt 8,8' when a rider wears the vest type jacket 1 and binds an abdominal portion by the lateral belt 4, or inserts both hands through the shoulder portions of the shoulder strapping safety belts 201,201' to be hung on the shoulders and couples both ends of the lateral safety belt 401 one other by the connecting means 9,9' not only the upper half of the body of the rider is safely supported to the back 6 of the seat, but also even the automobile is suddenly collided or overturned, and since its shock is evenly dispersed to the upper half of the body by the jacket 1 or the shoulder strapping safety belts 201,201', it is possible to improve an evil practice that a rider is freely left away from the seat 5 or the seat back 6 by the counter shock and thereby any casualty of the human life would be incased.

In the drawings, FIG. 5 to FIG.11 show various other embodiments, and in FIG. 5, a branched portion 12 is formed at rear side of the shoulder strapping safety belts 2,2' and which is formed to a single belt 13, to which branched portion 12 and the single belt 13 there are provided with longitudinal inserting means 14,14' respectively and thereby the longitudinal belt 8 is inserted there through, and to the lateral safety belt 4 there is provided with lateral inserting means 15,15' and thereby the lateral belt 7 is inserted there through, so that they are made to fasten longitudinally and laterally to the back 6 of the seat as same as the longitudinal belt 8, which is same also in case of the embodiments shown in FIG.6 to FIG.9 and constructions provided with "O" ring 16 to the lateral safety belt 4 of FIG.7 and FIG.8 are the constructions corresponding to the longitudinal inserting means 14, 14'.

To a trousers 17 and a skirt 18 as well, the longitudinal safety belts 22,22' and the lateral safety belts 44,44' are stitched, and they are

coupled and released by their connecting means 99,99' via inserting and coupling operation to the connecting means 9,9' provided at both ends of the shoulder strapping safety belt 2,2' stitched to the vest type jacket 1.

By coupling the trousers 17 or the skirt 18 to the jacket 1, the shock produced upon when the automobile is collided is evenly dispersed to the upper half of the body and to the lower half of the body, so that not only what the rider is left away from the seat 5 of the automobile or the back 6 of the seat is prevented, but also the casualties of human life upon accident of the automobile causing from this can be decreased in minimum limit.

It will be understood that each of the elements described above, or two or more together, may also find a useful application in other types of constructions differing from the types described above.

While the invention has been illustrated and described as embodied in a jacket stitched with safety belts for automobile and formed with loops, it is not intended to be limited to the details shown, because various modifications and structural changes may be made without departing in any way from the spirit of the present invention.

Without further analysis, the foregoing will so fully reveal the gist of the present invention that others can, by applying current knowledge, readily adapt it for various applications without omitting features that, from the standing point of prior art, fairly constitute essential characteristics of the generic or specific aspects of this invention.

What is claimed as new and desired to be protected by Letters Patent is set forth in the appended claims.

What is claimed is:

1. Jacket stitched with safety belts for automobile and formed with loops which is characterized in that:

two shoulder strapping safety belts 2,2' are stitched to a vest type jacket 1 so as to be crossed at back of seat,

their crossing portions 3 are separated on another in a state being not stitched at back portion and an inserting means 3' is longitudinally and laterally formed,

a lateral safety belt 4 is stitched at bottom portion of the jacket 1, a longitudinal inserting means 4' is formed on the back portion of the jacket 1 of said lateral safety belt 4 in a state being separated from the jacket 1 in vertical direction to the inserting means 3' of the crossing portions 3,

a lateral belt 7 is inserted in lateral direction and a longitudinal belt 8 is inserted in longitudinal direction into the said longitudinal and lateral inserting means 3' and also the longitudinal belt 8 is inserted into the longitudinal inserting means 4' as well,

the longitudinal belt 8 passes over the vertical center line of the front surface of the back 6 of the seat so as to be firmly coupled at its back side by each connecting means 9,9' among the ends themselves of the longitudinal belt 8, and,

the lateral belt 7 passes over a upper portion of the front surface of the seat back 6 so as to be firmly coupled at its back side by each connecting means 9,9' among the ends themselves of the lateral belt 7.

2. Jacket stitched with safety belts for automobile and formed with loops as defined in claim 1, which is characterized in that:

two shoulder strapping safety belts 201,201' formed with each strap instead of the jacket 1,

said shoulder strapping safety belts are connected by a lateral band 10 at their upper portion so as to maintain a predetermined distance,

a lateral safety belt 401 is stitched to bottom of the shoulder strapping safety belts 201,201',

5 each longitudinal loop 402,402' is formed respectively at center on back surface of the lateral band 10 and the lateral safety belt 401,

so that longitudinal belt 8' is inserted in longitudinal direction into the longitudinal inserting loops 402,402' respectively,

and a loop 11 is formed at center of the longitudinal belt 8' as well,

10 and a lateral belt 7' is inserted into said loop 11,

so that the longitudinal belt 8' passes over front surface of the seat back 6 so as to be coupled among each ends themselves at its back side,

while the lateral belt 7' passes over front surface of the seat back 6 so as to be coupled among each ends themselves at its back side.

15 3. Jacket stitched with safety belts for automobile and formed with loops as defined in claim 1, which is characterized in that ,

two shoulder strapping safety belts 2,2' are formed with a branched portion 12 on back surface of the jacket 1 so as to make a single belt, 13 , and,

20 each longitudinal inserting means 14, 14' is formed respectively on said single belt 13 and the branched portion 12,

4. Jacket stitched with safety belts for automobile and formed with loops as defined in claim 1, which is characterized in that ,

each lateral inserting means 15, 15' is provided with a lateral safety 25 belt 4, and ,

a lateral belt 7 is inserted respectively into said lateral inserting means 15,15'

Jacket stitched with safety belts for automobile and formed with loops as

defined in claim 1, which is characterized in that :

each longitudinal safety belt 22,22' and each lateral safety belt 44,44'
are stitched respectively to a trousers 17 or to a skirt 18 which are to
be connected to respective end portion of the shoulder strapping safety
5 belts 2,2' so as to be connected one another by respective connecting means
99,99'.

Fig. 1

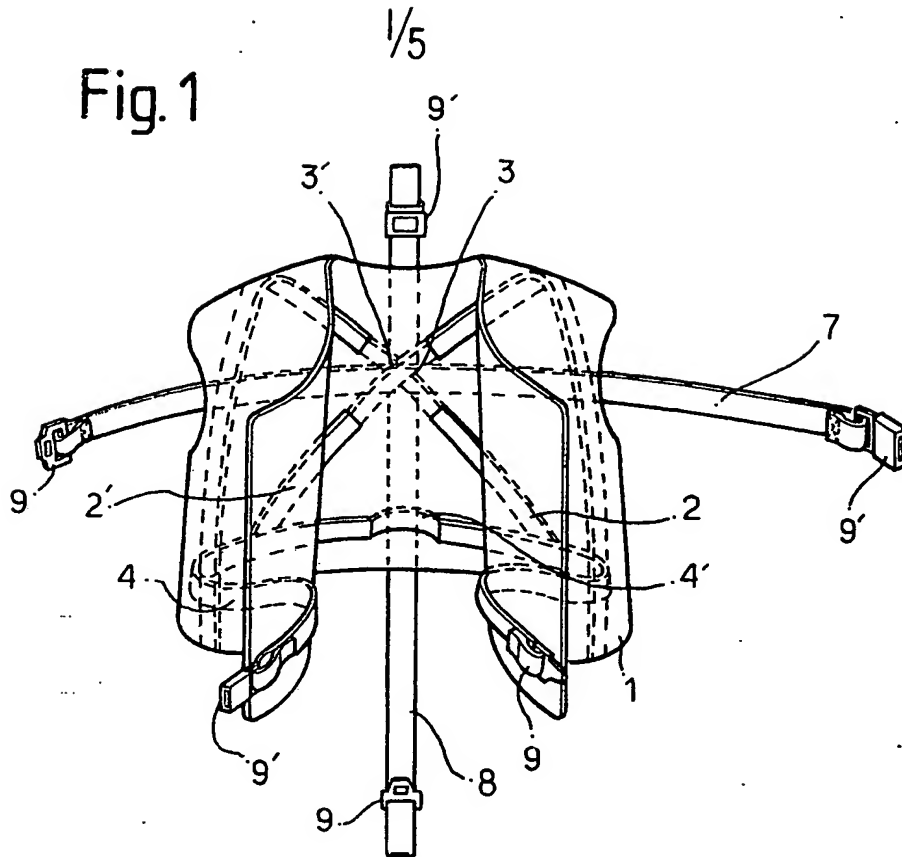


Fig. 2

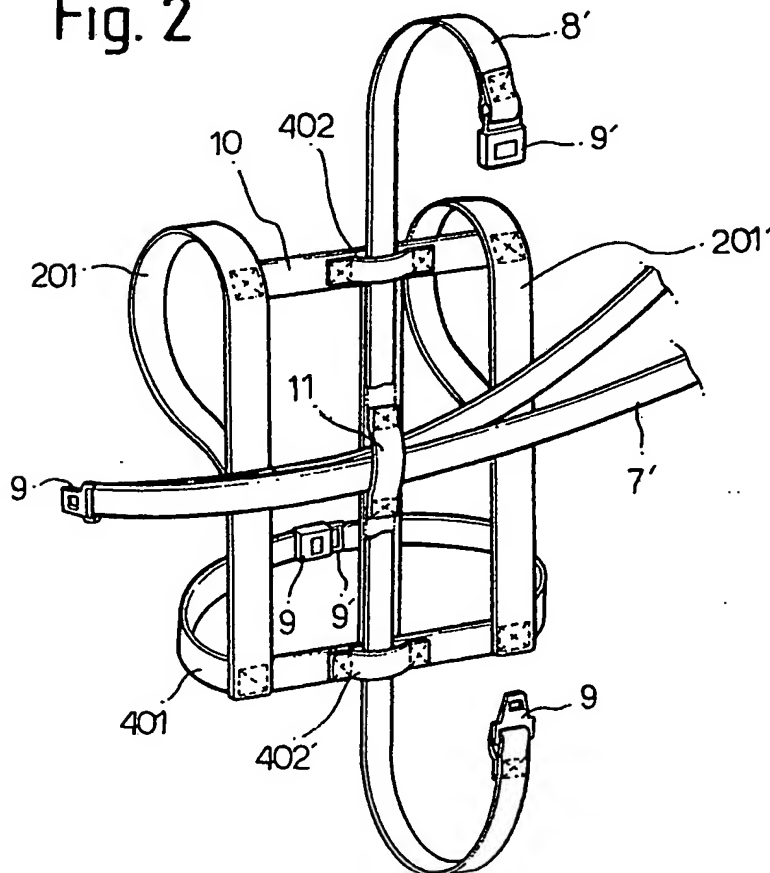


Fig. 3 ^{2/5}

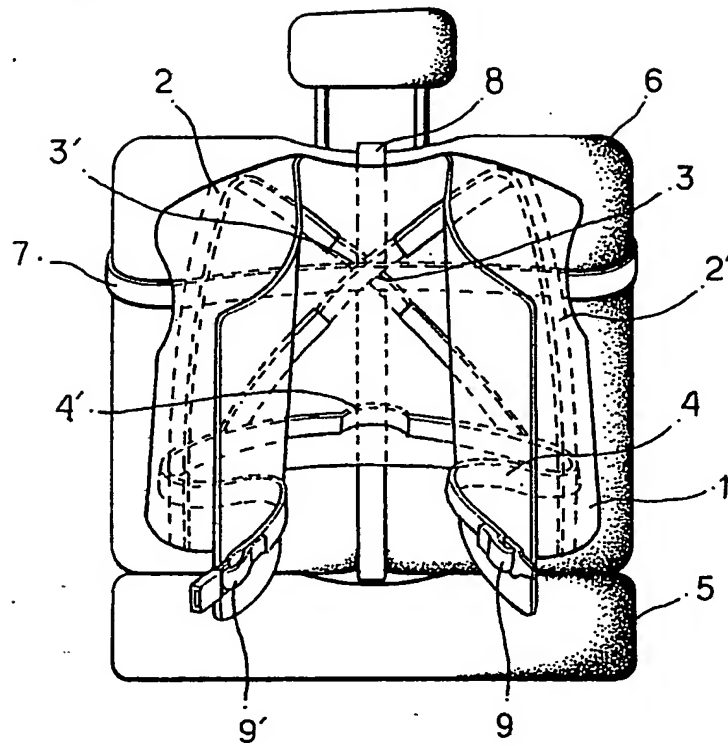
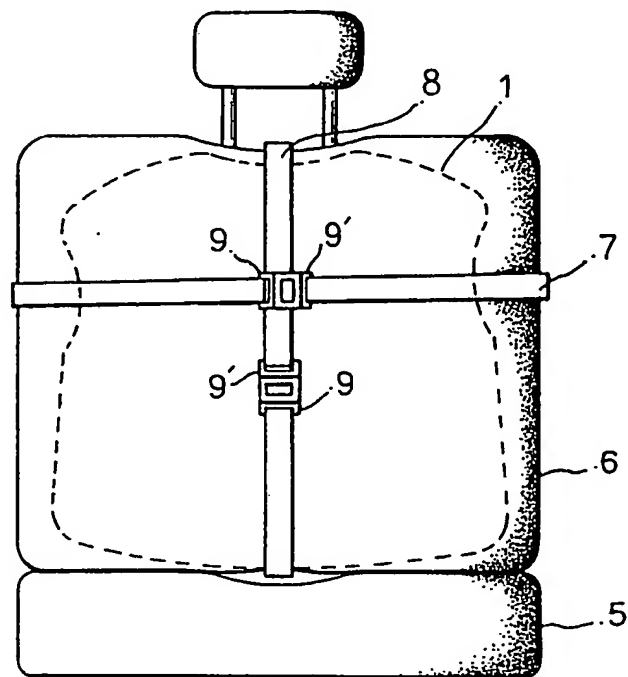


Fig. 4



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Fig. 5

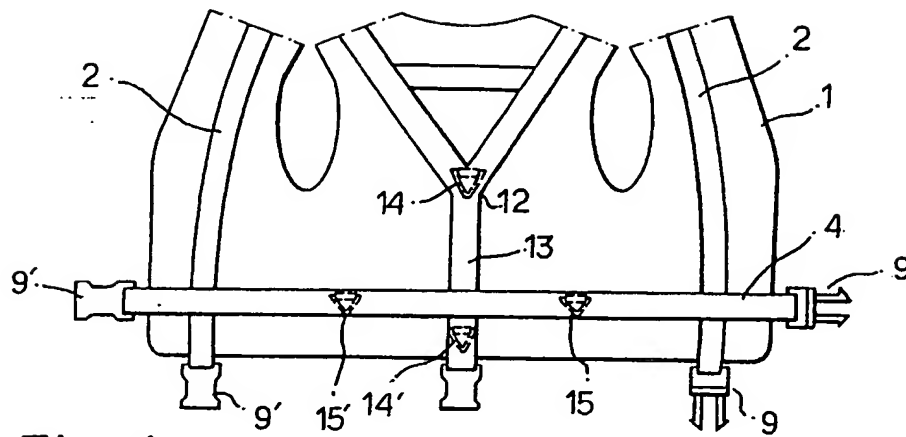


Fig. 6

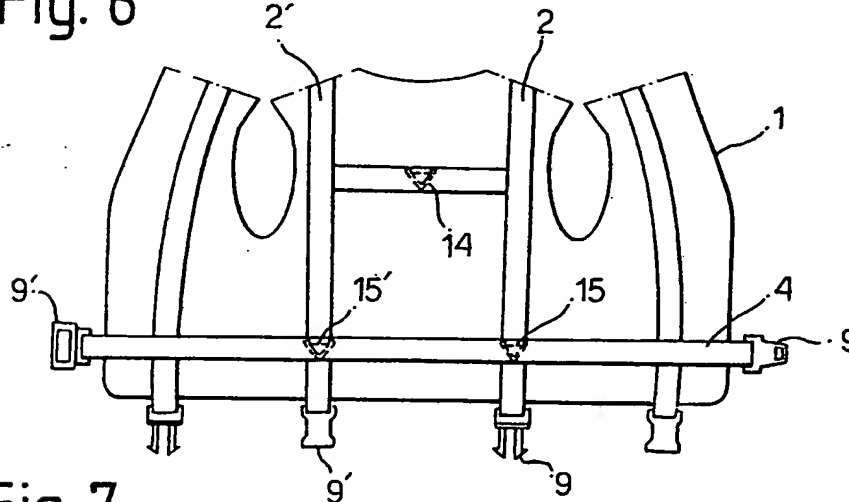
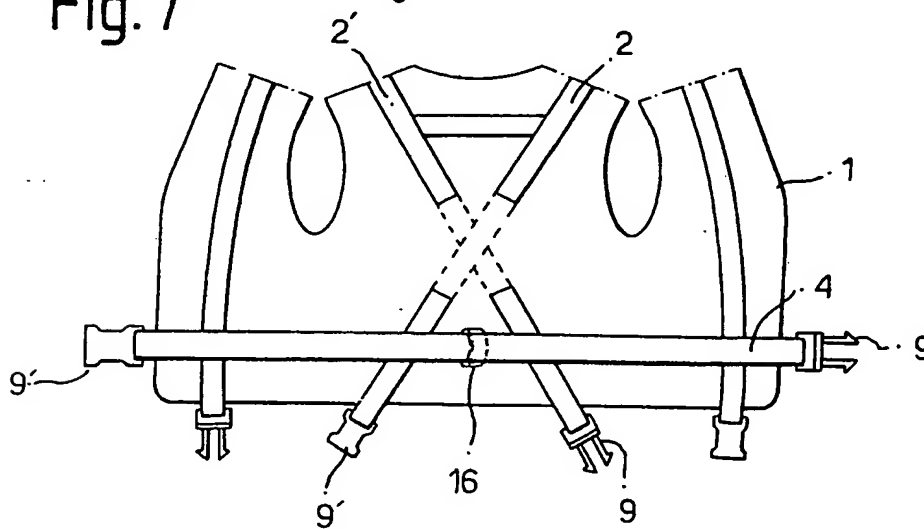


Fig. 7



$\frac{4}{5}$

Fig. 8

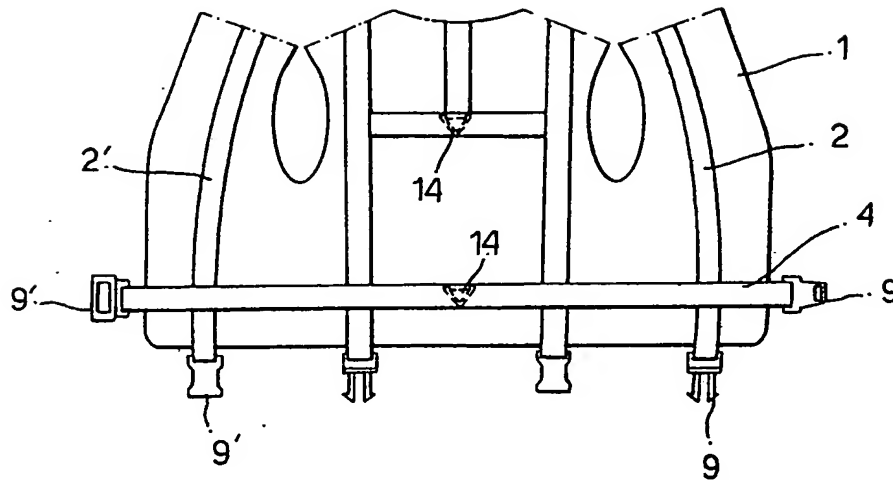


Fig. 9

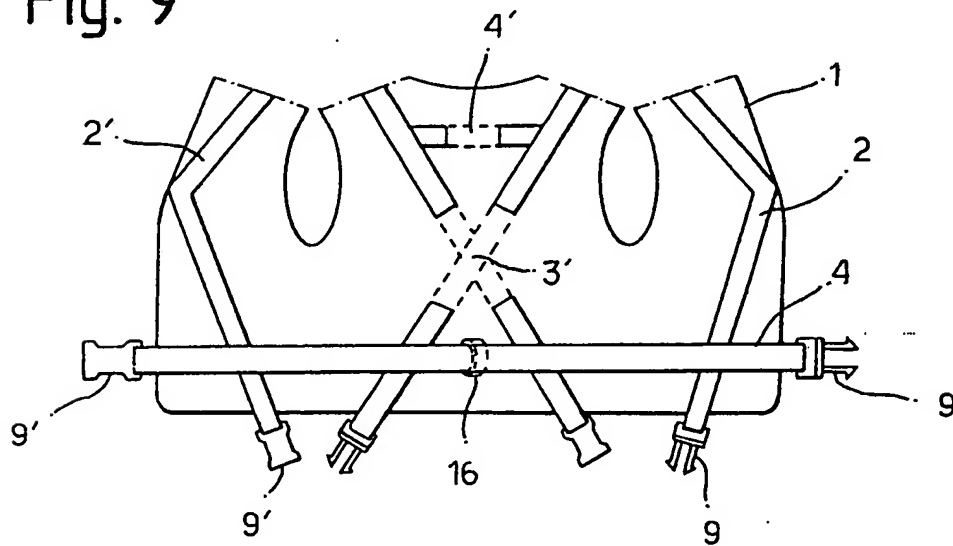


Fig.10

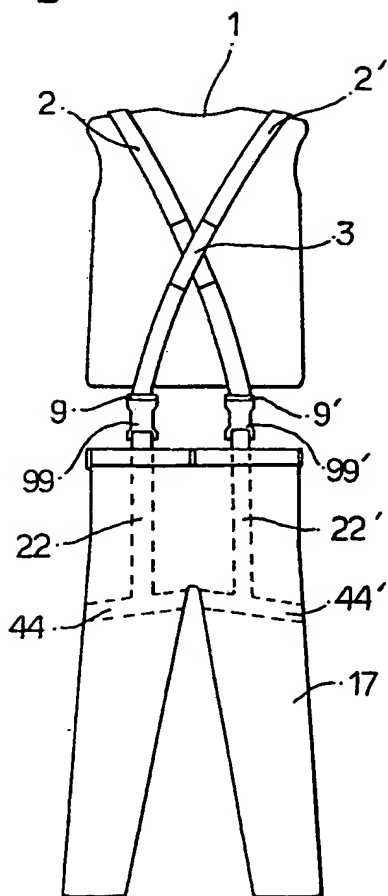


Fig.11

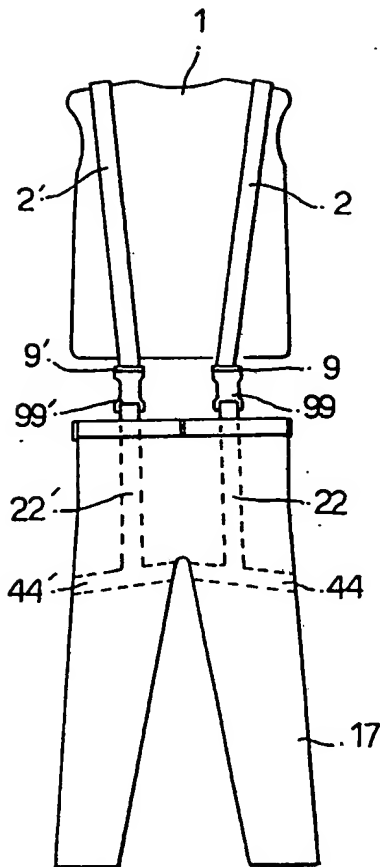
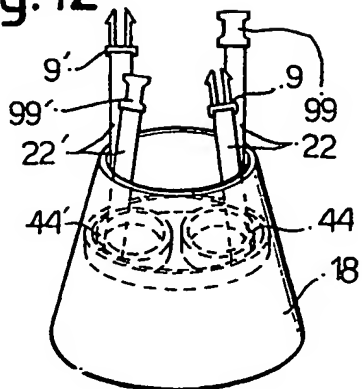


Fig.12



INTERNATIONAL SEARCH REPORT

International application No.

PCT/KR 92/00042

A. CLASSIFICATION OF SUBJECT MATTER

Int.Cl.⁵: B 60 R 22/14

According to International Patent Classification (IPC) or to both national classification and IPC

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Minimum documentation searched (classification system followed by classification symbols)

Int.Cl.⁵: B 60 R; A 62 B

Documentation searched other than minimum documentation to the extent that such documents are included in the fields searched

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C. DOCUMENTS CONSIDERED TO BE RELEVANT

Category*	Citation of document, with indication, where appropriate, of the relevant passages	Relevant to claim No.
A	US, A, 4 026 245 (ARTHUR) 31 May 1977 (31.05.77), see fig. 1,2.	1
A	DE, A1, 2 655 489 (KLINGBEIL) 15 June 1978 (15.06.78), see fig. 1,2.	1,2
A	DE, A, 1 755 274 (HARDMAN) 11 June 1970 (11.06.70), see fig. 4,6,7.	1
A	AT, B, 350 407 (REITHOFER) 15 October 1978 (15.10.78), see fig. 1.	1
A	DE, A, 2 156 062 (FUCHS) 17 May 1973 (17.05.73), see fig. 7,8,9.	1
A	US, A, 3 827 716 (VAUGHN) 06 August 1974 (06.08.74), see fig. 1,2.	1
A	US, A, 2 908 324 (MULLER) 13 October 1959 (13.10.59), see fig. 1,3.	1

☐ Further documents are listed in the continuation of Box C.


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Date of the actual completion of the international search

23 November 1992 (23.11.92)

Date of mailing of the international search report

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Category*	Citation of document, with indication, where appropriate, of the relevant passages	Relevant to claim No.
A	GB, A, 1 185 153 (STAPLES) 25 March 1970 (25.03.70), see fig. 1,2,4,5.	1

INTERNATIONAL SEARCH REPORT
Information on patent family members

International application No.

PCT/KR 92/00042

In Recherchenbericht angeführtes Patentdokument Patent document cited in search report Document de brevet cité dans le rapport de recherche		Datum der Veröffentlichung Publication date Date de publication	Mitglied(er) der Patentfamilie Patent family member(s) Membre(s) de la famille de brevets	Datum der Veröffentlichung Publication date Date de publication
US A	4026245	31-05-77	keine - none - rien	
DE A1	2655489	15-06-78	keine - none - rien	
DE A	1755274	11-06-70	FR A 1561715	28-03-69
			US A 3499681	10-03-70
AT B	350407	25-05-79	AT A 8507/76	15-10-78
DE A	2156062		keine - none - rien	
US A	3827716	06-08-74	keine - none - rien	
US A	2908324		keine - none - rien	
GB A	1185153	25-03-70	keine - none - rien	